



No Limit Cycling Club Code of Conduct

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For the attention of all our Members.

No Limit CC (Hereby, known as NLCC) is an exciting and inclusive cycling club located in the vibrant city of London. Our club offers a unique opportunity to learn and explore a diverse range of cycling experiences while having a fantastic time. We are affiliated with Black Unity Bike Ride, Lambeth's Big Shift, Do It Now Now and National Lottery Sport England. This document will guide all members on how to conduct themselves while participating in one of our activities. This list is not exhaustive and includes our group rides, holidays home/abroad, skills sessions.

The code of conduct is split into **4** sections:

Rides: which will highlight all you need to know when joining our rides

Relationships: which offers advice on personal relationships between individuals with influence and riders.

Professional Ethics: which will focus on the professional conduct of our Ride Captains.

Health and Safety: which will highlight how we aim to keep you safe.

This policy is to be read in conjunction with No Limits other policies and procedures, including their Club Constitution available on the below link.

Rides

Punctuality

Group punctuality is essential and sets the tone for all NLCC rides that we do. Riders are expected to arrive at all pre-designated meeting locations 10 minutes before the ride's departure time in order that they can be added to their relevant group. Rides will leave promptly at their designated departure time.

Ride departure times will be announced to all members in advance of any ride via the NLCC WhatsApp group, Strava or our new website (Link to be provided when available). It is up to all riders to make sure that they are aware of ride departure times.

Some exceptions may be allowed under exceptional circumstances, subject to a Ride Captain's discretion. Please note that Ride Captains are not required to wait for riders, so it will be the individual's responsibility to catch up with a group if the ride has left the meet point ahead of them.

We do not encourage riders to join a ride enroute or depart prior to the end point. This is particularly the case when a rider does this on a regular basis. A decision as to whether you can join the ride is at the discretion of the relevant Ride Captain.

Probationary Period

The Skills Group, otherwise referred to as G4, has been put in place to help instruct and assess new riders who wish to come along to regular NLCC rides and events. In addition, new riders will be evaluated by one of the NLCC Captains and promoted should they have the ability to ride with higher-level groups.

New riders will be taught the necessary skills they need to know, from the different hand signals used during group rides to the various callouts a rider must learn and understand.

If new riders feel confident and wish to progress up to the Development Group, referred to as G3, this must be discussed with the G4 Ride Captain in the first instance, and if they are in agreement the G4 Ride Captain will inform the other Captains of the new rider's progression. The new rider will then be allowed to participate in regular NLCC rides and join the club.

Should the G4 Ride Captain feel that a rider is not ready to progress up to a larger group, they may ask to complete more rides in G4. The rider may remain in that group until the Ride Captain is satisfied that the rider has mastered the basic skills necessary to progress up to bigger group rides. In addition, riders who have progressed up from G4 must do their first large bunch ride with the NLCC Development Group (G3) to get a feel for riding in a larger organised group.

Group selection:

Besides G4, NLCC members can move between the various groups we offer, depending on their skill set, experience, whether they can meet the required speed requirements for the relevant group and when sanctioned by a Ride Captain. Members are expected to have the necessary bike handling skills, irrespective of their speeds, therefore, it may be recommended that they undertake a relevant skills session before they can continue in

or be promoted to a higher group. This may mean that although a member can meet the minimum speed requirements for G2, they will not be invited to join G2 until they can evidence that they can ride safely in a group. This will particularly be the case if the rider is involved in either a number of minor/and or a more serious accident.

There is No Limit to how long a rider can remain in a particular group, for instance, they can choose to stay in G4 if they wish as long as their presence is not disruptive to the group, i.e. riding off at speeds, causing a significant split in the group.

Due to the intense effort and drills carried out in the Fast Group (G1), the margin for error is incredibly slim. Riders are travelling at incredible speeds, so the safety of all riders is paramount. To participate in G1, riders must have participated in G2 rides and be invited to join by a Ride Captain

You will only be invited to join G1 if the Ride Captain believes that you are skilled and experienced enough to safely ride with them. However, safety is our number one priority, so even if you are strong enough to ride with the fast riders, you will not be allowed to ride with the fast group until you have acquired the necessary skills and ride experience.

Group Sizes

To help make group rides manageable for Ride Captains and help maintain safety when riding on public roads, all groups will be limited to a maximum of 10 riders where possible. If groups can be further split into smaller groups, Ride Captains will decide whether this will be necessary.

Groups are not allowed to merge on the road, as this congests the public highway and puts riders at risk. Riders are to remain in their allocated group unless their Ride Captain instructs otherwise. Changing groups is only permitted at designated stop locations such as at mid-ride café' stops. If there is adequate space in the new group for another rider, they can only change groups under a Ride Captain's authorisation.

Maps and Navigation

GPS route maps will be provided for riders to download before a NLCC ride via the WhatsApp groups on Wednesdays and on Strava. Riders in G3 and G4 are encouraged to download the route maps before the ride, whenever possible. Downloading the route is mandatory for G1 and G2 as G1 especially is a Drop Ride.

On longer rides, all participants are required to have maps in case they get separated or lost. Riders are also asked to avoid riding at the front of their groups if they cannot have a route map for whatever reason. This prevents riders from leading their group the wrong way and prevents accidents due to riders hesitating at junctions and roundabouts.

Epic Rides

Entry to NLCC Epic Rides will be open to riders who have participated in multiple regular club rides in G1/G2/G3. Due to the nature and difficulty of these more extended events, all riders must prove that they are up to the demands. Ride Captains reserve the right to turn riders away if they do not believe they will safely complete an Epic Ride. Epic Rides usually take place during the summer months as part of No Limit's planned routes.

All riders participating in NLCC Epic Rides must RSVP (Reserve a place) on the NLCC Strava page before the ride to let everyone know they will attend. This will allow Ride Captains to appropriately organise groups before the event takes place. Failure to do so may result in riders being turned away on the day.

Youth riders below the minimum age of 16 will not be permitted to attend NLCC Epic Rides due to the nature and intensity of such events. Due to the demands of these rides, it would not be deemed safe or responsible to take younger riders such distances away from home. Notable exceptions may be made for youth riders between the ages of 17 and 18 if two or more Ride Captains deem a rider to have shown promise and feel that they can complete an Epic Ride safely.

Riders are expected to be able to take care of themselves should they fall behind and are unable to keep up and manage their mechanical issues such as punctures or gear problems. The group will aim to remain together as long as possible and aid anyone who has bicycle-related matters. Still, riders who can no longer keep up with the group must have basic mechanical knowledge and deal with these issues.

Riders are required to have all route maps used during NLCC Epic Rides. These will be distributed in advance via the NLCC WhatsApp group, NLCC Strava and NLCC website. If riders are forced to ride alone, they will be required to navigate back home safely. Route maps will make this easier.

Riders are required to get the contact details of at least one Ride Captain during these rides so that they have the means to contact someone in the group should they become separated or have an accident that the group is unaware of.

NLCC Rides are the most challenging rides NLCC runs, and as a result, the highest levels of discipline and safety must be adhered to. If riders are seen to be riding dangerously or put the group's safety at risk, they may be prevented from joining Epic Rides in the future.

Ride communication:

During every group ride, a series of verbal and physical signals will be used to point out or highlight important things to other members of a group. This is usually done via specific hand signals and a shout. Novice riders will be taught these essential callouts and hand signals during introductory rides with the club.

All callouts and hand signals must be passed up and down the line so that riders are made aware of upcoming obstacles or danger – a shout from the front of a group cannot always be heard at the back, and vice versa.

Examples of essential hand signals are as follows:

- If someone points to the floor: a pothole/drain is coming up.
- If the rider in front waves a hand behind their back, there is a car/obstruction on the road. The group will be required to move around it safely.
- A hand in the air means the group is slowing down to stop, usually at traffic lights.

All riders are expected to look after those around them, including the general public. Riders cannot run red lights, ride into oncoming traffic unnecessarily or disobey state traffic laws.

This may not only bring NLCC's name into disrepute but, more importantly, it puts other people's lives at risk. If riders are caught at traffic lights or railroad crossings, the rest of the group is responsible for waiting for the riders until it is safe for them to regroup. Do not feel tempted to run lights or put your life in unnecessary danger.

Ride etiquette:

From G4, all the way up to G1, ride etiquette will be taught and enforced by all Ride Captains.

Where it is safe to do so, riders are encouraged to ride two abreast within their groups. However, riders are not allowed to ride three abreast at any time whilst out on the road as this is dangerous and hinders other road users.

However, groups may occasionally have to go into a single file line, in which case, a Ride Captain will shout, "Single out!" This callout is expected to be passed back through the group so that all riders are made aware.

Riders are expected to maintain orderly groups when riding together. They should also aim to remain close to the wheel in front. This helps keep the whole group in a neat formation and prevents riders from scattering across the road. Failure to do so will negatively affect other road users, as well as endanger other riders.

Riders are expected to call out obstacles and obstructions to all group members, as failure to do so will result in a crash and possible injury.

When on the front, always ride at the same pace as the person next to you. If riders struggle to hold a consistent pace at the front of the group, they will be asked to spend more time in the centre of the group where they are better sheltered. This will help to prevent them from being dropped by a group and prevent accidents due to fatigue.

Stronger riders are also encouraged to stay on the front and pull longer turns. However, they are expected to keep a steady tempo whilst on the front of their respective groups to prevent them from being split by unexpected surges in pace.

Try not to brake suddenly, for the sake of those behind you. Riders are expected to always watch ahead for possible danger and traffic calming measures such as speed bumps and traffic lights. If a group needs to slow down or stop, it should be done in a controlled manner. Riders should call "Slowing!" to signify to the rest of the group that they need to slow down and "Stopping!" to indicate that they need to come to a halt. Gradually come to a stop, being mindful of the other riders around you.

Riders must not lead the group without the Ride Captains expressed consent/permission. This includes changing the routes to suit their needs. Riders must not be openly critical of their Ride Leader during a group ride. If there are any concerns about the manner in which a ride is being led, then this should discretely be brought to the Ride Captain's attention.

Mechanical issues and Drop Policy:

Riders must ensure that they have the relevant equipment available with them to remedy minor mechanical issues, such as a puncture, simple gearing issues, and so forth. They must ensure that they conduct basic bike checks (such as the 'M Check') prior to

coming out for a ride to ensure insofar as possible that their bike is fit for the journey ahead.

Groups will also wait for riders if someone is to have a mechanical problem or puncture. Groups should look out for each other and make sure that all of their members make it to the end of the ride, where possible. If riders cannot continue a ride for whatever reason, the individual affected will be responsible for ensuring that they can get themselves home safely. They can do this by ensuring that they have access to Uber/Bolt or similar. The group can support the rider as much as possible and may decide to aid the riders to local transport hubs like train stations. Consideration to be given to the needs of the wider group, as appropriate.

If a ride is stated as a 'Drop Ride', riders are responsible for taking care of themselves if they are dropped by their group. In this instance, a group is not required to wait for them other than for mechanicals, punctures or accidents that can be repaired within a reasonable timescale. If a rider is dropped during a Drop Ride, it is their responsibility to safely make their way home in whatever way they deem suitable.

Relationships

Individuals within NLCC both those with influence and those without will build relationships which are founded on mutual trust and respect.

We are a social club, so we understand that some members may wish to develop friendships outside of the group forum.

In some instances, this may take place face-to-face, whilst others may take people's details directly out of the group chat.

If you are uncomfortable with people taking your details directly out of the group chat, please feel free to block and/or report them.

If you chose to build and develop any form of relationship with another group member, please note that NLCC will not take any responsibility for the outcome of this.

Physical Relationships with Ride Captains

If an intimate relationship is developing between a Ride Captain and a rider they are coaching or when on club trips (home or abroad), or any of our events then the Committee must be made aware of this as soon as possible in order that a risk assessment can be put in place.

It is important that Ride Captains do not abuse their position in order to engage in relationships, intimate or otherwise, with members. Where this is suspected to be the case, then relevant disciplinary action may be taken. This may include suspension from the NLCC and/or loss of position. The rider may take any other relevant action that they deem appropriate.

Discriminatory behaviour

Riders are expected to uphold a respectful and professional image when riding with NLCC and when wearing our club kit. If it is found that riders are behaving dangerously out on the road or being disrespectful to members of the general public, they may be reprimanded and, in some circumstances, banned from participating in other NLCC rides and club activities. In addition, we have a zero-tolerance policy against violent behaviour, bullying, racist remarks/actions, foul language/actions, or body shaming towards our members, Ride Captains or members of the general public.

With this in mind, members are also expected to treat each other with respect and courtesy in person, online, and on social media channels. They are to refrain from abusive language, and any other form of deliberate victimisation. In addition, members must not use discriminatory language – whether directly or indirectly – against anyone based on their gender, ethnicity, religion, sexual orientation, pregnancy, physical appearance, maternity, disability or any other protected characteristic. If an individual or group violates these rules, they face having their membership made void and meeting other forms of disciplinary action.

Professional Ethics

Ride leaders and club ride status:

All NLCC group rides will be led by a vetted and approved NLCC Captain. Their role is to guarantee the safety of each group, as well as teach essential skills during each session. The instructions of an NLCC Ride Captain must be followed at all times, as failure to do so could place riders and the general public at risk. Riders who refuse to follow the instructions of an NLCC Ride Captain will face receiving a warning, and repeated offences may result in dismissal from the ride (Or potential removal from the club in severe circumstances).

Every ride run under the club name, must be led by a NLCC Ride Captain. This includes where a Ride Captain requests for an experienced rider to support them in their role. If club members choose to create rides outside of our regular club sessions or decide they do not want to ride with a Ride Captain during club sessions, they must accept that their ride will no longer falls under the category of an organised club ride; and as such, they are solely responsible for themselves and the wellbeing of any riders they ride with. This may include where a member states that they need to leave a ride early to attend to personal matters, including in instances if the group catches up with the rider concerned. NLCC and its Ride Captains take no responsibility for incidents that may occur outside of club sessions/outside of their supervision.

If NLCC Committee Members believe that a rider or member's behaviour is putting NLCC into disrepute or that there is a conflict of interest, NLCC Committee Members reserve the right to remove them without notice, explanation or right of appeal. This decision is final.

Competition rules:

All riders who wish to compete for the NLCC are expected to follow all sporting regulations put in place by British Cycling (BC) and the Union Cyclist Internationale (UCI). Links to the competition rules can be accessed by going to

UCI: <https://www.uci.org/inside-uci/constitutions-regulations/regulations>

BC: https://www.britishcycling.org.uk/road/article/bcst_rulebook_and_constitution?c=EN

Any riders found to violate the competition rules will face being reprimanded by the club committee. Serious violations also face a club ban.

Health And Safety

Accidents and First-Aid:

In the event of an accident, Ride Captains will assess the situation and attempt to administer first-aid where appropriate. All Ride Captains are either first-aid trained or in the process of attaining a first-aid certificate. Other riders within a group are asked to allow the Ride Captain to control a given situation and are expected to follow all instructions a Ride Captain gives out.

Use of recreational drugs, performance-enhancing substances and other narcotics:

Any use of performance-enhancing drugs is prohibited, both in competition and in recreational use. Not only is this an unfair advantage and dangerous to your health, but it also goes against rules set out by the World Anti-Doping Agency (WADA) and UK Anti-Doping (UKAD). Riders caught using performance-enhancing drugs of any kind, without proper permission granted via a therapeutic exemption form, will face an instant and permanent ban, as well as be reported to the national governing body.

Use of other recreational drugs and narcotics is also prohibited unless taken for legitimate medical reasons. In such instances, leeway will be granted for riders with specific medical needs. However, the club will not tolerate the use of drugs for any other reason, and swift procedures will be taken to safeguard other members.

Health concerns:

Any riders with specific health requirements or medical conditions should make themselves known to the Club Committee or Ride Captains so correct procedures can be put in place to best cater to those riders' needs.

Before taking part in any rides, a rider with specific health requirements should always inform their Ride Captain. This is important, as, in the event of that rider needing medical attention, the Ride Captain can pass this information on to emergency services or administer appropriate first aid.

Young Riders

All riders under the age of 18 are considered to be a child, minor or young person.

A minimum age of 16 years old has been put in place to best maintain safety and safeguard younger riders and the groups they will be riding with. Therefore, NLCC will not be open to riders below the age of 16 due to safeguarding concerns. However, NLCC, and its team, hope to cater to the needs of youth riders shortly.